

THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN



*"The
D.H."*

MAY 15, 1931

We Keep Memorial Day

*WHEN the May has culled her flowers for the
summer waiting long,
And the breath of early roses woos the hedges
into song,
Comes the throb of martial music and the banners
in the street,
And the marching of the millions bearing garlands
fair and sweet—
'Tis the Sabbath of the Nation, 'tis the floral feast
of May!
In remembrance of our heroes
We keep Memorial Day.*

*They are sleeping in the valleys, they are sleeping in
the sea,
They are sleeping by the thousands till the royal
reveille;
Let us know them, let us name them, let us honor
one and all,
For they loved us and they saved us, springing at
the bugle call;
Let us sound the song and cymbal, wreath the
immortelles with bay;
In the fervor of thanksgiving
We keep Memorial Day.*

—KATE BROWNLEE SHERWOOD.

"The D.H."

The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

"The D.H."

Remembers Sheridan's Ride

Glens Falls Conflagration Also Described by Veteran Accountant

WHEN General Sheridan, erstwhile resident of Albany, N. Y., but for the moment taking a leading part in an inter-sectional competition of some importance, made his memorable ride, it brought a thrill to eight-year old FREDERICK J. CHITTY, JR., for was not his father a Captain on the staff of General Sheridan?

FREDERICK was then a student at the Glens Falls Academy, as his parents resided in that city, having removed thence from his birth-place near Pickway, Ohio.

Though now seventy-five years of age, MR. CHITTY retains many vivid memories of the Civil War period. The first companies to join the Union Army enlisted for short terms, varying in length from three months to one year. When their enlistments were up, many men returned home. The marching columns of soldiers, some bearing wounded comrades, their clothing torn and faded by encounters with the Confederates at Bull Run and in other engagements, gave him a mingled feeling of pride and fear for the safety of his father whom he had last seen marching away in command of Glens Falls' own Company "K."

During the closing days of the war an event at home made an equally distinct impression on

FREDERICK'S memory; half the business section of the town was destroyed by a conflagration. School was dismissed early that afternoon when it was learned that a fire, in a downtown store, fanned by a strong wind, was rapidly consuming

all the business establishments on one side of Warren Street, one of the main thoroughfares of the town. One frame structure after another, among them his uncle's store, was consumed by the uncontrollable blaze.

MR. CHITTY'S recollection of the reconstruction of Glens Falls after the fire, a number of years' experience in stores in that town and the city of Troy, and the eight years he was employed in a foundry on Green Island before beginning his 40-year career as a timekeeper for the Delaware and Hudson, combine to give him an optimistic outlook on the current business depression. During those sixty years, MR. CHITTY asserts, the country has passed through many

similar experiences. Perhaps none of them have been quite so prolonged or noticeable, yet it is his opinion that business will again reach, and eventually surpass, conditions obtaining in the most prosperous days of the past decade.

In 1889 a similar depression in business caused him to be temporarily laid off by the Torrance



FREDERICK J. CHITTY

Iron Company, of Green Island, where he had been employed as a moulder for eight years. Many men were thrown out of work by the nation wide depression, so he decided to attempt to locate with some growing establishment where the future would be more certain.

After one week of unemployment, MR. CHITTY was hired by Master Mechanic John L. Cory on August 10 of that year, and shortly thereafter he was added to the force of Thomas S. Kiffin, Shop Storekeeper. After one year at this work, MR. CHITTY was called to the office to prepare what he believes to be the first Interstate Commerce Commission report filed by the Stores Department, that of the year 1890.

As there were no earlier reports on file to guide him, he had to devise a system for listing every item of material used on the Saratoga and Champlain Divisions throughout the year. The records were so scattered and incomplete that it was almost impossible to vouch for the accuracy of the finished statement; nevertheless, Superintendent of Motive Power Blackall was so pleased that he later entrusted many similar tasks to MR. CHITTY.

At that time there were approximately 100 locomotives operating out of Green Island, each of which had a page in the big stores account book. Every item of material, together with the workman's time to repair or replace it on a locomotive, was charged to that engine's account. Periodic, annual, and I. C. C. reports were made up by "picking off" the items from this account book, a long and tedious task because of the fact that everything had to be written in longhand.

At the Green Island shop MR. CHITTY first served as a timekeeper, the line of duty which he followed during most of the remaining years he spent in Delaware and Hudson service. In the Master Mechanic's office a book was kept with a page for each employee, there being a line for each day of the month on which his time was recorded.

Copying ink was used for writing all letters and preparing payrolls. When the master copy had been made and approved, it was placed face downward in what was known as a blotter book. After any surplus water had been mopped up with a dry blotter, impressions were struck off by pressing the master copy against blank sheets of paper. It took a full day to make sufficient copies of the payrolls and one man was kept busy most of the time making copies of other records and correspondence.

In 1893 the Delaware and Hudson contracted for the purchase of 30 cars for use during the World's Columbian Exposition in Chicago. MR. CHITTY prepared a statement of every item of

material to be used in the construction of these cars. Every piece of wood or metal had to be listed with the dimensions. When completed, the list covered one side of 150 sheets of foolscap, taking a full week's time to prepare the original. He then had to make two copies, all in longhand, making a total of 450 closely written pages.

When the timekeeping of firemen and enginemen was taken over by the Transportation Department in 1898, Superintendent C. D. Hammond appointed MR. CHITTY Timekeeper. The office was moved to the Delaware and Hudson's North Pearl Street office building in 1907, and in 1910 he was placed in charge of the timekeeping of all train and engine crews, station agents, and their forces on the Saratoga and Champlain Divisions. Except for a few years during and immediately after the World War, when the timekeeping was handled by the Accounting Department, he continued as Division Timekeeper, until he retired on July 1, 1930.

MR. CHITTY is at home with his daughter Mrs. Charles Dix, at 2170 Fourteenth Street, Troy. His son, Frederick J. Chitty, is employed by the Boston and Maine Railroad's Auditing Department in Boston.

Amusement

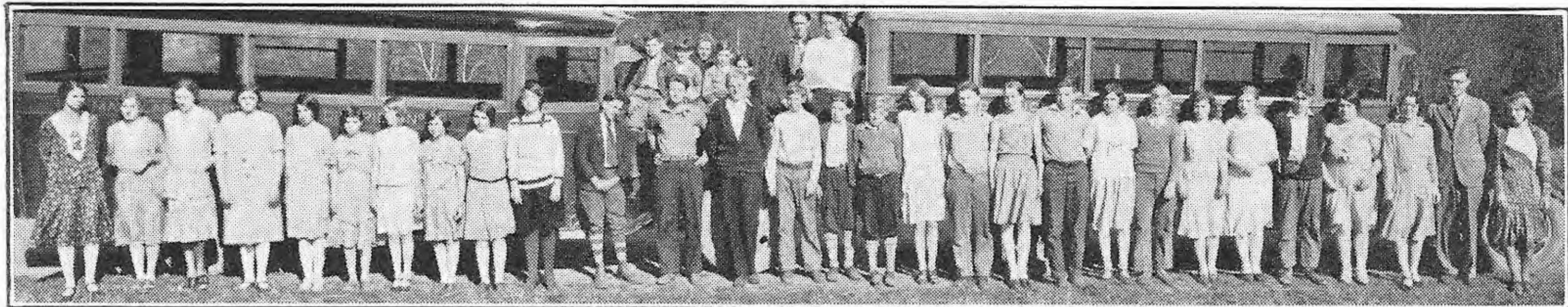
EVERYBODY needs amusement. It refreshes the mind and body and overcomes fatigue, temporarily at least.

Some persons find their recreation in various hobbies. They raise flowers, collect stamps or coins, play musical instruments, read, indulge in athletic games, and a thousand and one other things that hold interest.

Recreation does little good unless you enjoy it. Pick out something you like to do and devote a great deal of your spare time to it. You need a change and a wholesome hobby will provide it.

We need more of the spirit of play in American life. The Latin races seem to understand it better than the northern races. When they are out for a good time they enter thoroughly into the spirit of the occasion, throw off their work and worries, and enjoy themselves. Many of us do not know how to play and we are missing some of the finest pleasures of life.

If you can form friendships in the pursuit of recreation, so much the better. Recreation, whether of the physical or mental kind, can be much better enjoyed with someone else.—*National Safety Council.*



Maryland School Pupils See

Locomotives at Home

In Oneonta Roundhouse

WE have all seen locomotives going about their daily work; the sleek, shining grey-hounds of the passenger service sliding swiftly across the landscape; the huge freight engines puffing along as they drag a hundred or more groaning, protesting cars over the hills; and the busy little "switchers" rushing here and there like shepherd dogs rounding up a flock of sheep.

But when the day's work is done and they go home for the night, what happens? That is what the group of girls and boys of the Maryland

schools wanted to find out when, one Saturday, they descended upon the Ononta roundhouse in a body, under the leadership of Principal Joseph S. Horton.

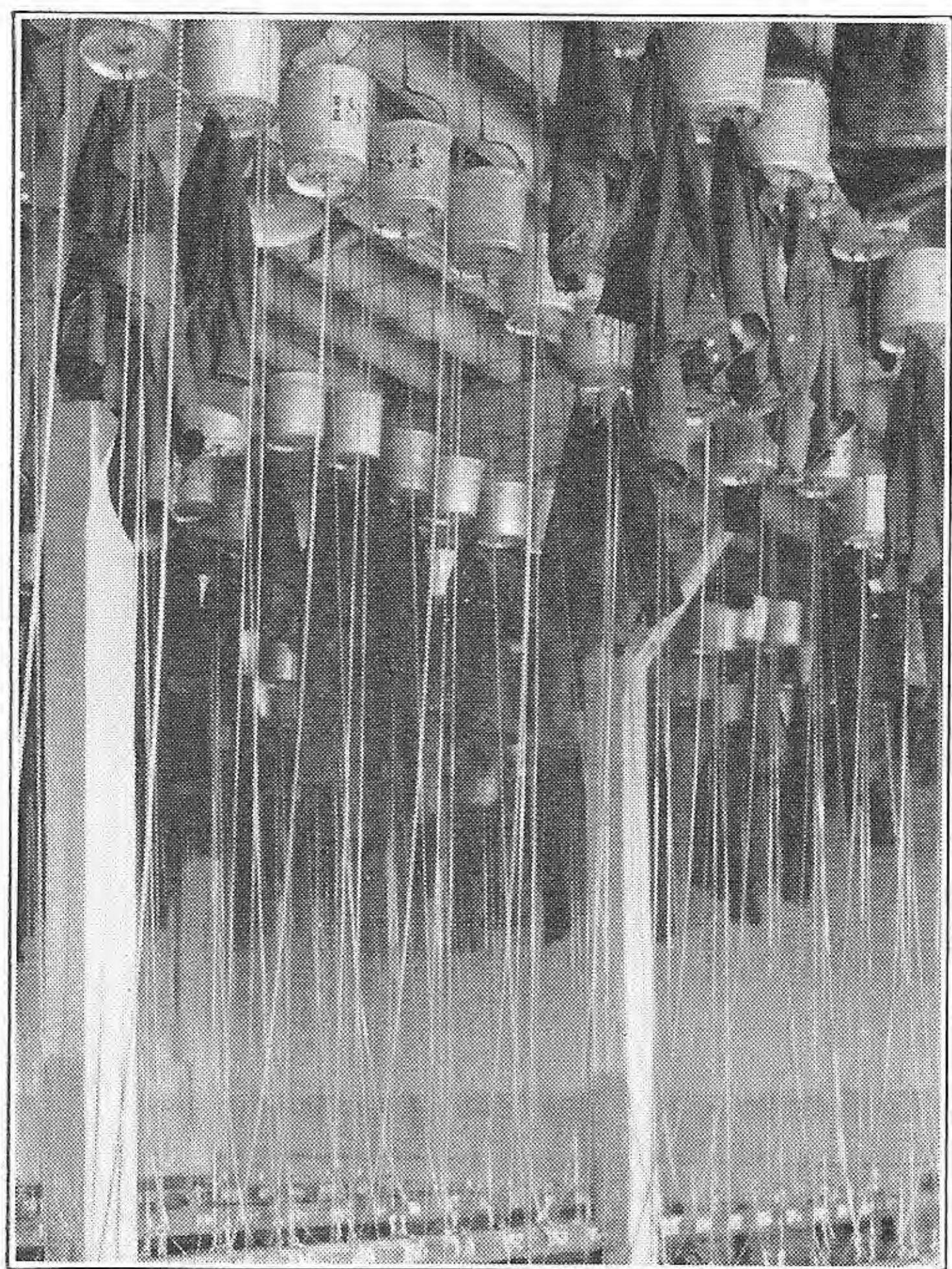
The party was met by Master Mechanic W. B. WOOLEVER, who personally conducted the fifty students and their teachers on their tour of inspection, additional guides being assigned to insure absolute safety of all members of the party.

It has long been the ambition of the men at Oneonta to have the cleanest and safest roundhouse on the railroad. From the reports of the youthful "Inspectors," the premises show the effects of this effort.

Following the inspection trip the members of each class were requested to write a description of the trip. The compositions show very keen powers of observation and description on the part of the visitors. They have noted their impressions of the offices of the Master Mechanic, General Foreman, and Engine Dispatcher before dwelling upon the wonders of molten brass, oil storage, and the boiler room. The First Aid room and dance floor and the kitchen of the Craft Hall were especially admired by the feminine contingent, but it took the boys to realize that the locomotive was put on the Whiting Hoist in order to get the wheels out from under it and not just to make it easier to work on.

It is difficult to choose the best story of the trip, but that of Miss Dorothy Chamberlain, a seventh-grade pupil has been selected for reproduction in *The Bulletin* as being a most vivid picturization of roundhouse activity. Her story follows:

"We arrived at the Delaware and Hudson Roundhouse at one o'clock. There were the principal, three teachers, seventh and eighth grades, and high school pupils.



Better Than Lockers

"The first department which we went into was the room where the men were remelting the old pieces of copper and brass which had not been used. This was a warm room. There was a thundering noise in there from the fire in the furnace where the man was melting copper and brass. A man was making sparks fly from a piece of material by putting a torch on it.

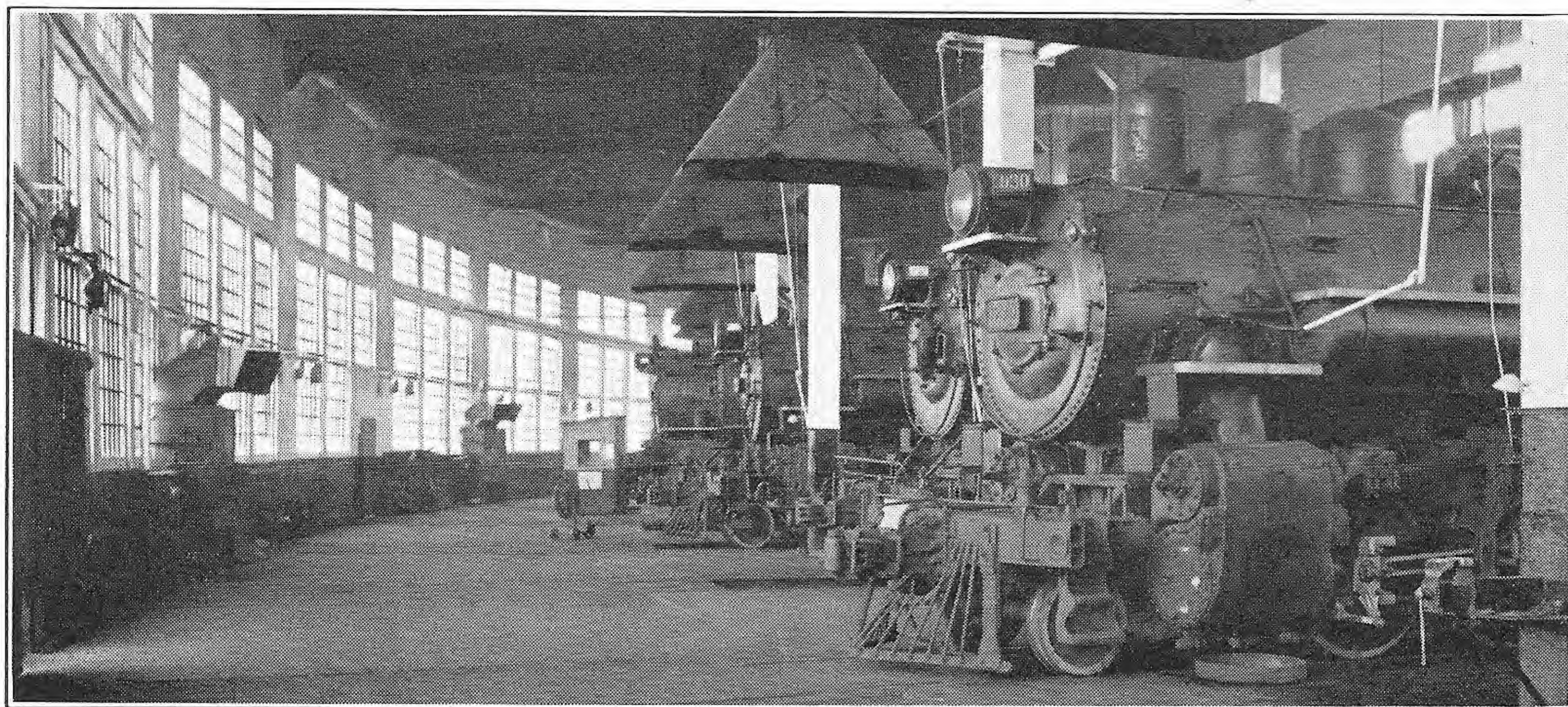
"From there we went into three or four rooms and saw the men working at different parts of the engines. In one room we went through an engine. We saw the place where they keep the fire. The fire was very hot. It was warm inside the engine. In one of these rooms where the engines were, there was a funny noise. (The blower.) It was very loud. We could not talk to each other or hardly hear MR. WOOLEVER talk to us.

around on turntables. A man sits in a little house and makes the engines go round.

"We saw the room where they kept the large tanks of oil. They were very large and held many gallons.

"In one room where we went, a boy had a large book in which he was copying figures. He was very busy at work. Here there was a large number of papers and books which were kept. The last room we saw was the First Aid room. This was a very clean room, and was equipped with all the important things needed in caring for an injured man. There was also a couch in this room.

"The men were very busy working. Each man had his own work to do. Some of them were grouped together, but each man was doing his own



The Place Where They Keep the Engines

"We went into the room where a machine was putting the coal up a chute. In this same room we saw a large fire. We also saw the locker room where the men kept their coats or anything which they did not want to carry around while they were working. These things were put way up in the air in pails which could be pulled up and down on chains. Each man had his own key to his pail. He could lock these chains at the bottom and no one else could get the pail down.

"We saw the room where the men hold meetings and sometimes dances. This room was long. It had a clean, shiny floor. There was a well equipped kitchen in the back.

"From there we went to the target room where the men practice to be marksmen. Then we went out into the yards where they turn the engines

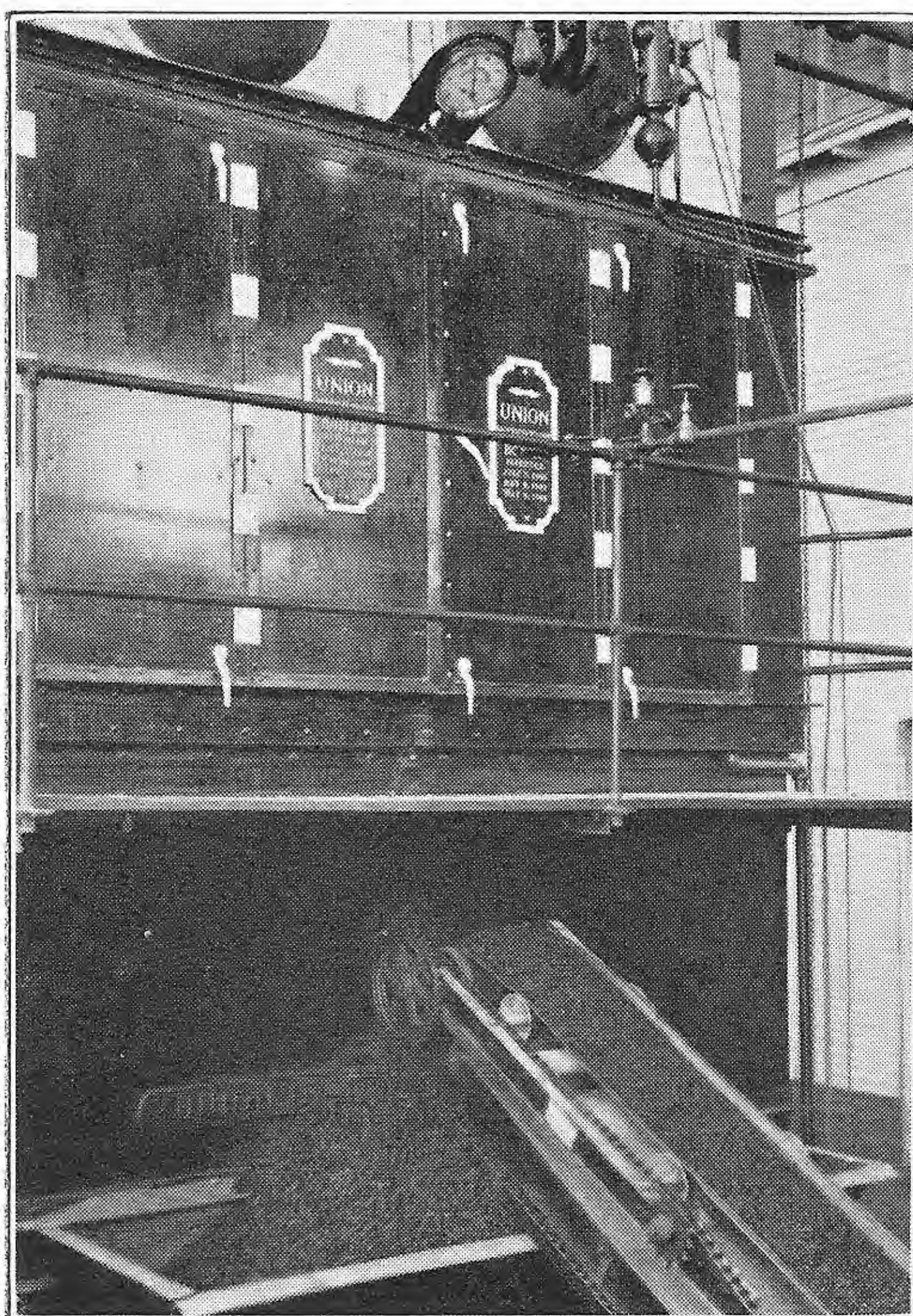
special part of the work. I think they were trying to use safety first rules. There were different men that went along and saw that we did not get into machines or places where we would get hurt.

"I think it was a very clean place where so much machinery, so many tools, also oils and greases are used. I think it was a very nice place to go. I liked it because I like to see different things that have to be done at railroad shops and what hard work the men do. I hope I can go through the shop again some day. I enjoyed it very much."

Thus concludes Dorothy's description of her visit. Some of the other essays described the huge coal-storage pile, the ash-pits, and other parts of the premises, pictures of which could not be shown in *The Bulletin* because of space limitations.

Many readers who have not been so fortunate as to be able to make a visit to a roundhouse will feel grateful for the youthful description which is, perhaps, more readily understandable than a more technical discussion of the subject.

MR. WOOLEVER and his staff enjoyed entertaining the visitors, especially as their reports showed such close attention to all that they saw during their stay.



"Putting Coal Up a Chute"

Two Championships and Three A. B. C. Awards Won by our Bowlers

THE recently terminated 1930-31 bowling season was one of widespread activity on the system, and undoubtedly the most successful in the history of the game on the railroad. Two teams won the championships of their respective leagues; one squad placed second; and three leagues, composed of Delaware and Hudson employees, have completed closely contested and extremely interesting schedules.

At Whitehall, N. Y., a team representing our Mechanical Department shops, composed of Messrs. A. HILDER, E. HILDER, LACASSE, LEGGETT, MILLETT, and YULE, won the silver loving cup

emblematic of the championship in the local Y. M. C. A. league. These men stood first in both the first and second halves of the season, thus winning the trophy when the schedule had been played through.

Colonia locomotive shop's entrants in the Troy Industrial League, Messrs. KELLEY (Captain), BEALE, CLOUGH, WILLIAMS, IRISH, and DUROCHER, were also presented with a large silver cup, and orders for bowling shoes, at the annual spring banquet of the Industrial Athletic Association, April 27, for finishing the season in first place. DUROCHER won two individual awards: a silver bowling pin, about four inches high, on a mahogany base, for rolling the high single; and, for high average in Class A, a silver ash tray on which a miniature bowler, grasping a ball, was mounted.

The Delaware and Hudson team in the Oneonta City League was second in the final standing, although it had held first position until the closing weeks, when the absence of regular bowlers on account of illness permitted West-Nesbitt to gain the lead. This group included Messrs. THOMAS, HOTALING, SHAW, SACCO, DILELLO, and MARTUCCI.

The annual banquet of the Oneonta Delaware and Hudson Bowling League, in the Pioneer Restaurant, on April 15, marked the conclusion of that organization's second year. Six teams competed this season, the Car Shop, headed by Captain ELMER CAWLEY, leading the other five. Plans for an even bigger league this fall are now being laid by the officers elected at the banquet: President A. R. EMMETT, Vice-President ELMER CAWLEY, Secretary DEWEY THOMAS, and Treasurer KENNETH LOUCKS.

In the league of the Delaware and Hudson Athletic Association, Albany, the Rouses Point team, of the American Division, defeated the National Division's leading squad, Albany, by 17 pins in six games in the championship roll-off. The Association's Ladies' League also enjoyed an unusually interesting schedule, the Transportation team holding leadership honors at the close.

Delegations from both the men's and ladies' leagues of the association rolled in the American Bowling Congresses this year. In Buffalo, cash awards were won by HERMAN VEDDER for his 595 three-game score in the individual competition, and the doubles team composed of FLOYD CLOUGH and GEORGE WALDBILLIG, which hit 1146. DORIS GREENE, one of the ladies who attended the congress' matches in New York city, earned a place among the winners with an individual three-game total of 522.

A NEW queen now rules the Delaware and Hudson's passenger fleet as it speeds along the route of the Montreal Limited. Deposing locomotive 651, as the latter in its turn displaced number 652, pioneer in this class of power, "the 653," just completed at our Colonie shops, now heads the list.

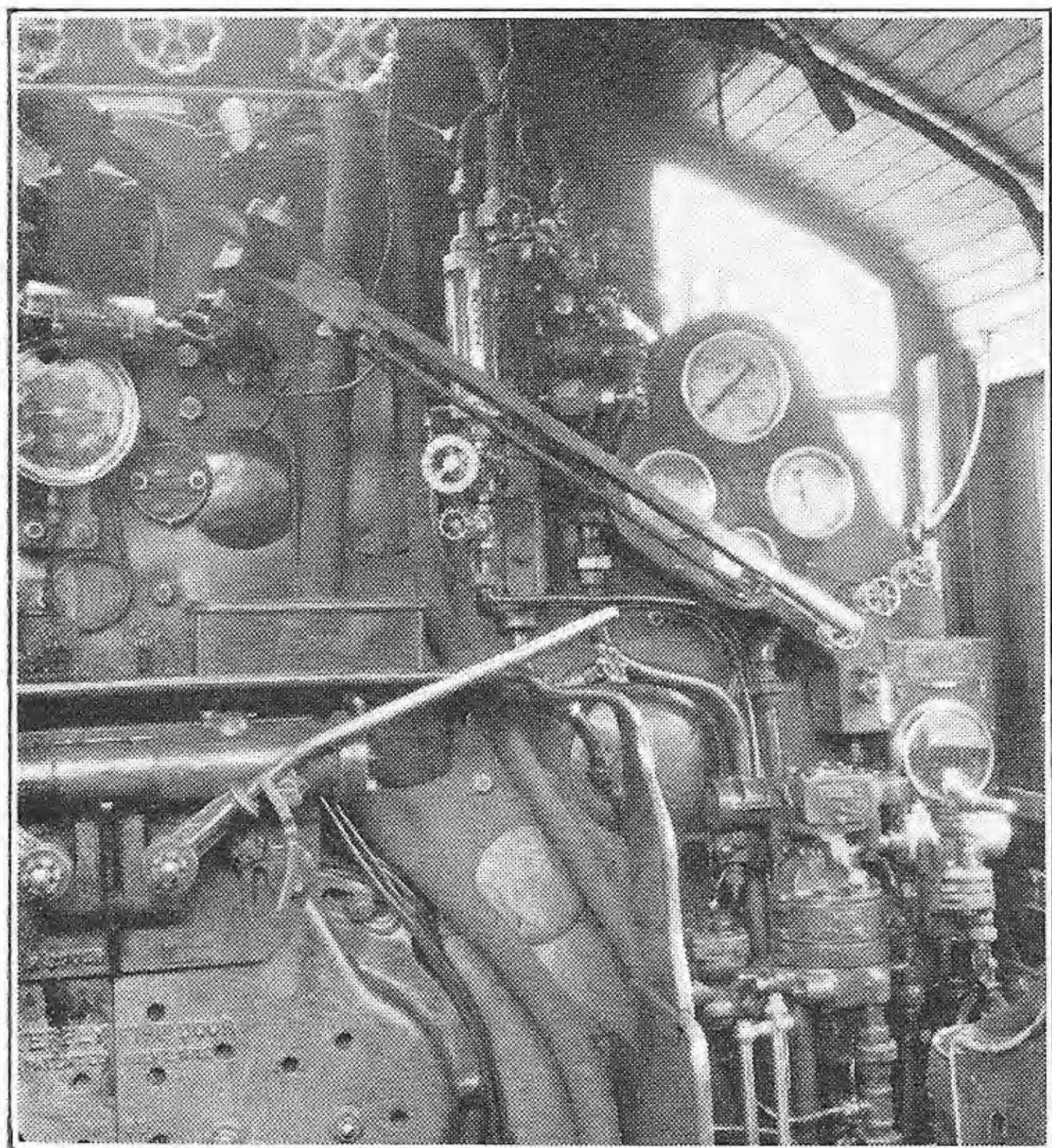
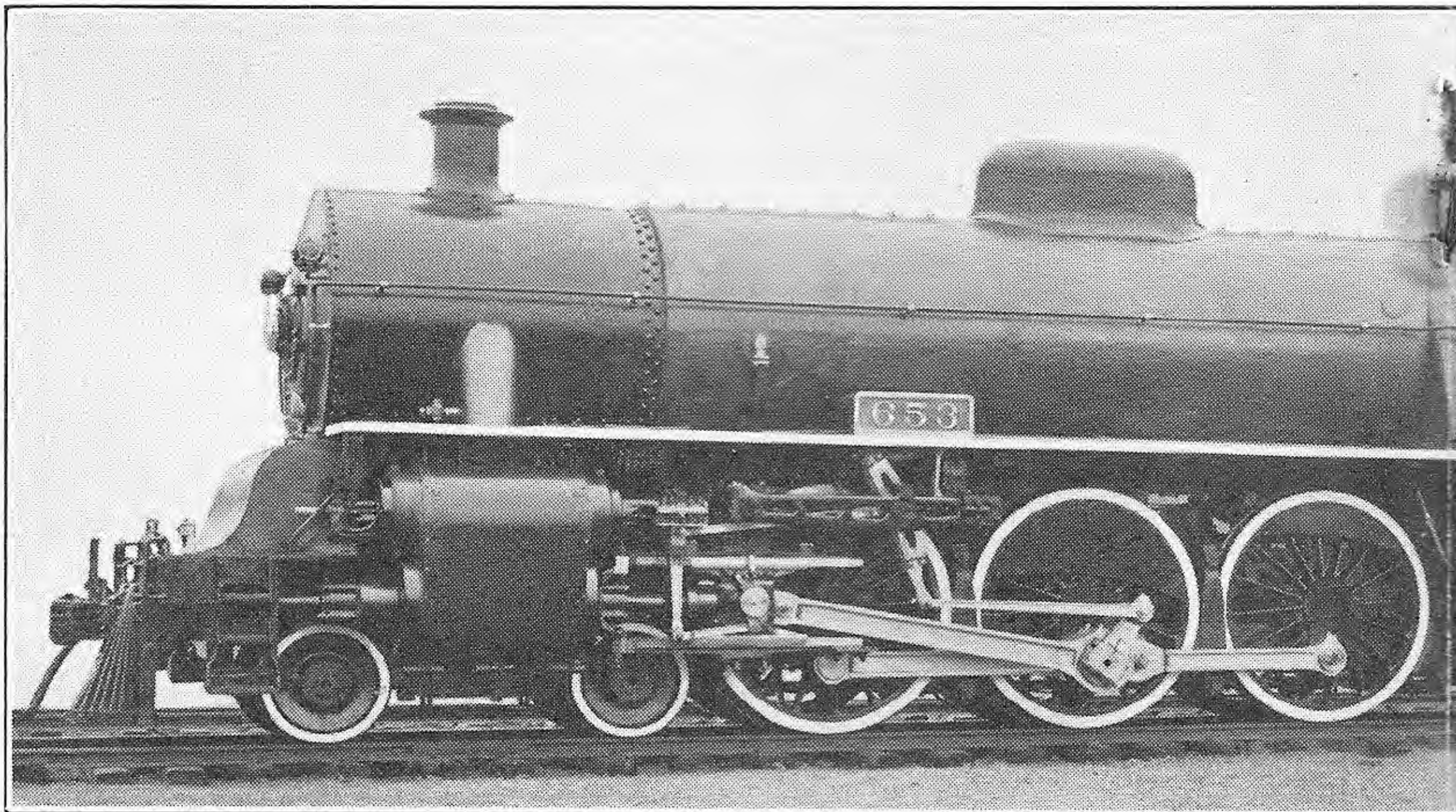
In general appearance the newcomer resembles her sisters of the 650-class. The tenders with their capacity of 14 tons of coal and 11,000 gallons of water, are identical in design and built long and low. Streamlining has been continued as in the previous designs, the headlight, sandboxes, bell, whistle, safety valves, and all piping being concealed so that only the stack and dome-casing appear above the level of the boiler top.

Two features particularly distinguish the new engine: cylinder castings of a modified uniflow design and a boiler which, although of the usual staybolted construction, carries a pressure of 325 pounds per square inch.

For experimental purposes each of the three locomotives of this series has been equipped with

Heads Our International

Uniflow Valves and Increased Steam Press



Grouping of Controls and Gauges

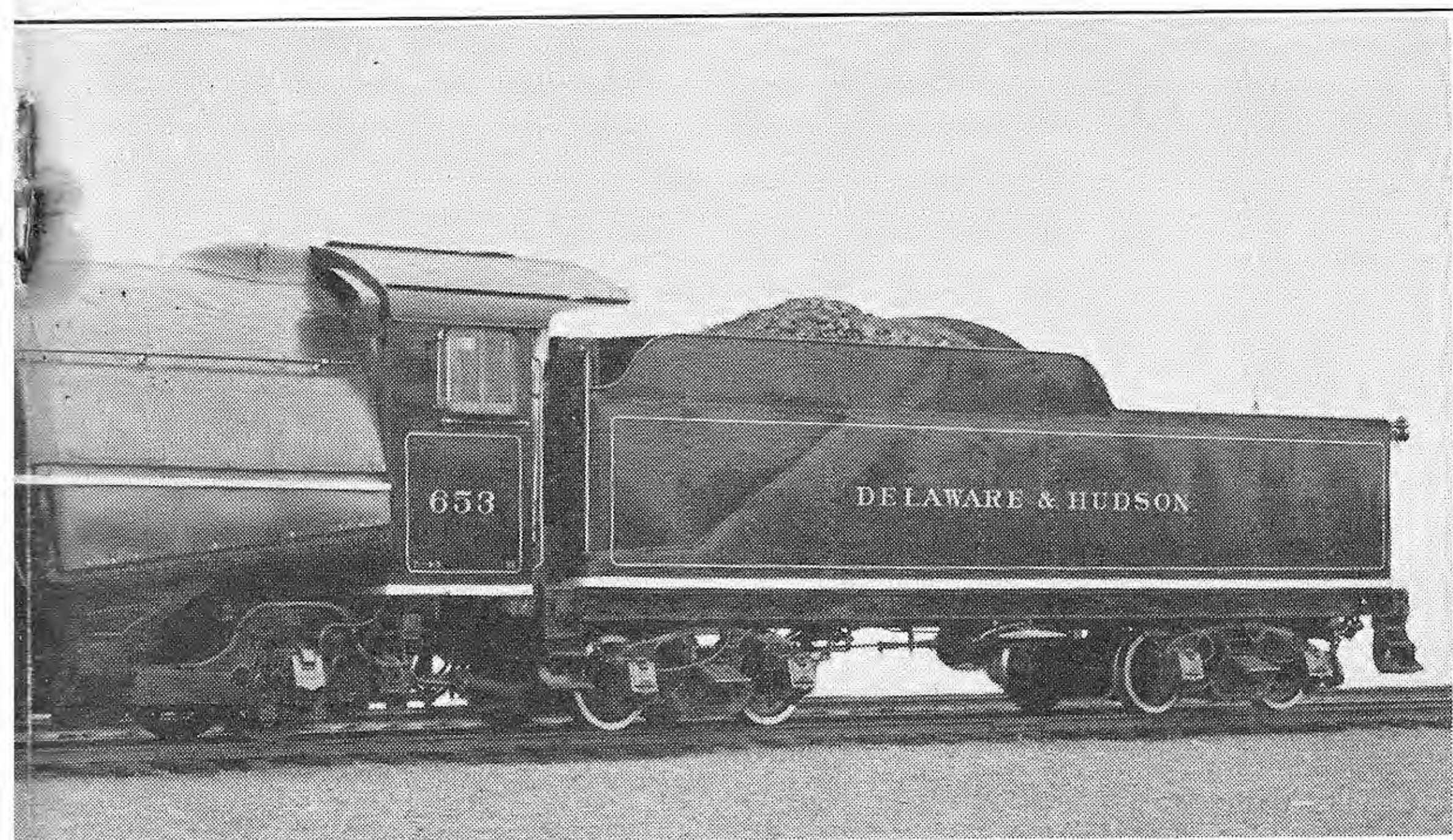
a different type of valve, each being actuated by a Walschaert gear of the conventional type. Locomotive 652, the first of the three to be built, has the customary piston valve. The second engine, Number 651, has an installation of the Dabeg Poppet Valve, which is being used quite extensively in Europe.

"The 653" has a modification of the Uniflow system incorporated in the design of its cylinders and valves. A double piston valve operates to admit steam at the ends of the cylinders in the usual manner. A series of ports in the cylinder barrel when uncovered by the movement of the pistons and valves, controls the exhaust of the steam in such a manner that the cylinders are maintained at a higher temperature than in the conventional locomotive, thus reducing condensation losses. The use of a Type E superheater, as on other locomotives of this class, is expected to add to the effectiveness of the valve arrangement.

Further increased efficiency results from the use of a steam pressure of 325 pounds per square inch instead of the usual 200 to 250 pounds. This added considerably to the problem of designing both a boiler and running gear capable of withstanding the stresses set up. The boiler, of the radial-stayed type, has a fire-box nine feet, eight inches

nal Passenger Power

asure Among Features of New Locomotive



long and nine feet wide, constructed of fire-box steel. Nickel steel is used for the roof- and barrel-sheets and dome-liner. As an additional safety measure a low-water alarm is provided.

Upon entering the cylinders the steam exerts a total pressure of over 60 tons on the piston so that the latter, together with crossheads, rods, wheels, axles, frames, etc., must be built rugged enough to stand the strain. High tensile strength steel was used to the greatest possible extent but the size of parts had, nevertheless, to be increased to such a point that the weight on the engine truck and driving wheels presented another problem.

Hollow-bored driving axles and the use of aluminum for the cab, main air reservoir and driver brake cylinders resulted. Special light-weight grates and running boards were also used in order to reduce the total poundage.

Another unusual feature is the extension of the piston rods through the front cylinder heads in order to equalize the total pressure on the front and back of the piston. With ordinary boiler pressures this inequality is overlooked. In the case of "the 653" it would amount to a matter of some two tons at full throttle, resulting in unsatisfactory operation. The rod extensions also carry the weight of the piston heads thus reducing packing ring wear to a minimum. Valve stems

are extended through the front head of the valve chambers in accordance with Delaware and Hudson standard practice.

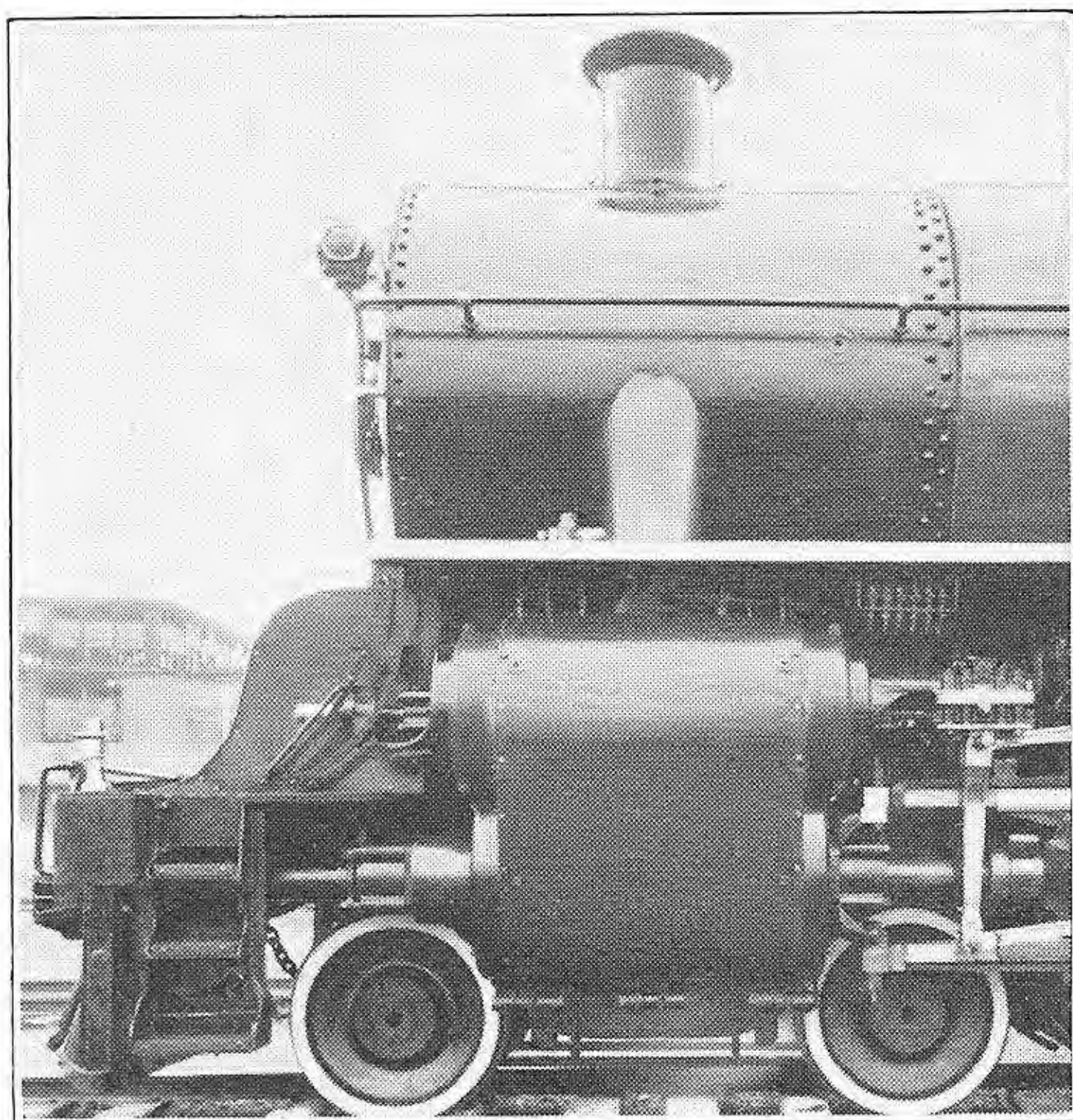
In the cab the various gauges have been assembled in a neat aluminum case somewhat similar to the automotive instrument board. Non-lifting injectors of conventional design supply water to the boiler as needed. In the event that, for any reason, the water level falls below a certain height an alarm whistle in the cab gives an unmistakable warning to the members of the crew. A Delaware and Hudson standard throttle valve is used.

The deep-throated steam chime whistle is operated by the pressure of a finger on an air valve convenient to the engineer. Similar valves operate sanders and also the pneumatic bell-ringer which is located below the pilot beam.

Wiring for the headlight and classification lights is concealed.

Another feature is the use of illuminated numerals on the side of the locomotive. Electric lights behind the glass to which the nickel numbers are secured render identification of the unit a simple matter at all times. The nickel-plated frames around the number boxes, together with the highly

(Concluded on page 156)



Uniflow Cylinders and Valves

The

Delaware and Hudson Railroad CORPORATION

BULLETIN

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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

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Any Fool!

ANY fool can waste; any fool can muddle; but it takes something more of a man to save, and the more he saves the more of a man he makes of himself. Waste and extravagance unsettle a man's mind for every crisis; thrift, which means some form of self-restraint, steadies it.

—Rudyard Kipling.

Insurance Claims

IT has been noted from time to time that employees fail to submit their claims for health and accident insurance benefits promptly after the seventh day of absence.

In order that there may be no misunderstanding of the requirements under the contract it is desired to call your attention to the fact that on the eighth day of total incapacity, or as soon thereafter as possible, claim form 24-C should be prepared, answering all questions in the upper portion of the form under heading "To be completed by Insured." The lower portion of the form headed "Request for Continuance of Group Insurance" must also be completed by claimant. It is required that employees who are receiving benefits under either the health or accident insurance keep their premiums paid up while absent from duty, and this lower portion of the form is provided in order that the employee may designate the agent to whom payments will be made each month as they fall due.

After both of these portions of the form have been completed, have the attending physician fill in the information requested in the section headed "To be Completed by Attending Physician" and when this has been done, turn the form over to your immediate supervisor, who will handle it further and will arrange for delivery of benefit checks when they have been issued.

Care should be taken to show correct information and dates and to write plainly. Improper completion of forms or the furnishing of incorrect information causes delay in the payment of benefits and should therefore be avoided.

Do not delay the submission of your claim for the principal reason that the benefits are most needed when an employee is ill and has no earning power. To delay your claims until weeks after you are taken ill or injured defeats the purpose for which the insurance was intended.

The Price of Success

AMAN to whom success had come solely as the result of his own persistent efforts always kept in a prominent place above his desk a card which contained seven questions:

"You want success, but are you willing to pay the price for it?"

"How much discouragement can you stand?"

"How much bruising can you take?"

"How long can you hang on in the face of obstacles?"

"Have you grit enough to do what others have tried to do and failed?"

"Can you go up against skepticism, ridicule, friendly advice to quit, without flinching?"

"Are you strong at the finish as well as quick at the start?"

"Success is sold in the open market. You can buy it—I can buy it, any man can buy it who is willing to pay the price."

The chief reason why so many men do not get on is that they do not desire success enough to pay the price that is demanded. They become discouraged at the failures which oftentimes attend their initial efforts. They think that they have only to hitch their wagon to a star, and then let the star draw them skyward. They would like to get to the summit, but they want to ride instead of making their way on foot. They wait for the elevator to come down and take them to the top floor, instead of climbing the stairs. The price that everyone must pay if he ever achieves success—is work.

Do you want success? It may be yours if you will pay the price.

—The Luptonite.



Police Pistols Win Two Cups

*Undeclared in Six Matches, Marksmen Win Trophy
In National Police League; Also Best West Pointers*

TWO large silver loving cups and six medals have recently been added to the trophies of the Delaware and Hudson Police Pistol Team, which has out-shot all but one of its competitors this year. Our marksmen won the National Police League's championship cup, awarded by the National Rifle Association, by completing the six-match schedule undefeated.

The members of the team, Patrolman LEO GRATCOFSKY, H. J. RUSS, J. H. OVERBAUGH, and L. B. PENNINGTON, together with Team Captain JOSEPH P. ANDRES, each received a silver medal as individual prizes in this competition.

In the Interstate Intercollegiate Pistol Contest, conducted under the personal supervision of Col. H. Norman Schwarzkopf, commanding officer of the New Jersey State Police, on that organization's range at Trenton, N. J., one of the finest in the east, Friday and Saturday, April 25 and 26, the team placed second to the Pennsylvania State Police, winning another silver trophy. Patrolman GRATCOFSKY won third prize, a bronze medal, in the individual matches, by shooting a score of 293 out of a possible 300.

Of the team's two major victories the first was probably the most significant in that our officers were shooting against some of the best police marksmen in the country. After defeating Los Angeles and New York city team No. 1, during the weeks of March 7 and 14, 1127-1083 and 1056-1035, the Delaware and Hudson sharpshooters had little difficulty in finishing the series with a perfect record. They took the third match,

with the Massachusetts State Police, by 88 points, 1112-1024, and their margins of victory grew with each succeeding match. The scores of their last three encounters were: April 4, D. & H. 1081, New York city team No. 2, 989; April 11, D. & H. 1088, Hartford No. 1, 965; and April 18, D. & H. 1067, Hartford No. 2, 889.

In these matches each four-man team fired two scores of five shots each, slow fire, one minute being allowed per shot; two scores, timed fire, with 20 seconds for each score; and two scores, rapid fire, 10 seconds per score, all of which were fired at a distance of 20 yards from the target.

With 300 as a perfect score for each of the six matches, the Delaware and Hudson men averaged as follows: GRATCOFSKY, 279; RUSS, 274; OVERBAUGH, 270; and PENNINGTON, 266. The highest individual score during the series was PENNINGTON'S 286 in the first match; the other men's best marks were GRATCOFSKY, 284; RUSS and OVERBAUGH, 281.

Ten organizations were represented in the Interstate Intercollegiate Contest: Pennsylvania State Police, The Delaware and Hudson Police, New Jersey State Police, New York State Police, West Point Cadets, Pennsylvania Highway Police, Princeton University, Union County Park Police, Forty-Fourth Division, and Elizabeth City, N. J., Police. The scores of the three leading teams were: Pennsylvania State Police, 1473; Delaware and Hudson, 1461; and New Jersey State Police, 1453. Individual scores of our men were: GRATCOFSKY, 295; OVERBAUGH, 293; MASKO, 292; RUSS, 291; and PENNINGTON, 290.

In a triangular match fired on the pistol range of the United States Military Academy at West Point, April 18, the Delaware and Hudson defeated the Cadets and the New Jersey State Police. This match was particularly interesting in that the teams shot simultaneously, each firing 10 shots, slow fire, at 25 yards; ten shots, rapid fire (15 seconds), at 25 yards; and ten shots, rapid fire (11 seconds), at 15 yards. The Cadets used .45

automatics, while the New Jersey State and Delaware and Hudson men fired .38 Colt Special revolvers with six-inch barrels.

The day was ideal for shooting, there being very little wind and bright sunlight, with the result that all three teams made remarkably high scores. Our team, with 1446 out of a possible 1500, led the New Jersey State Police by 10 points, while the Cadets shot 1424.

Patrolman OVERBAUGH fell only four points below a perfect score with 296. The other marks were Delaware and Hudson, GRATCOFSKY, 293; MASKO, 286; PENNINGTON, 286; and RUSS, 285; New Jersey State Police, Salz, 294; Miller, 293; Dean, 286; Lewis, 284; and Cunningham, 279; West Point, Densford, 293; Kumpe, 291; Greene, 288; Mellnik, 281; and Geagin, 271.

Still another match was won by our men on April 4, when they out-shot by 101 points a team representing the Officers Reserve Corps of the United States Army, Albany Sector, on the Rensselaerwyck Range, Rensselaer, N. Y. In this match OVERBAUGH came within three points of making a perfect score, with 297, while GRATCOFSKY was only two points lower, 295. MASKO, PENNINGTON, and RUSS rated 287, 285, and 283, respectively. The Army Officers' totals were: Captain Brittingham, 279; Lieut. Cooper, 276; Lieut. Wagner, 273; Lieut. Minor, 262; and Lieut. Clicquennoi, 256.

Sunshine

MAY is health month, chiefly because of the emphasis on child health during this month. Interestingly enough, it is also the month when the ultra-violet rays of the sun begin to make themselves felt after the so-called "dark" months of winter.

After exposure to the sun there is an increase in body energy; the mind becomes more active, there is an increasing feeling of well-being and any congestion of internal organs tends to be relieved.

It is said that the number of red cells increase, that the kidneys are stimulated to greater action, that the depth of breathing increases, and that the blood becomes richer in oxygen.

There are dangers, however, the exposure of untanned skin to the sun's rays for a period of more than five minutes for the first time, frequently produces injurious and painful results. The blood vessels of the skin are dilated and congested, producing redness; if a long exposure has been experienced, the skin becomes inflamed and blisters form. In addition to this the systemic effects of severe

sunburn are severe headache, lassitude, increased temperature, diarrhea, sometimes vomiting, and in the most severe cases, prostration.

Remember during your exposure to sunshine during the summer months that the first bath should not be more than five minutes. Gradual exposure of the feet and upper part of the shoulders at first is the best procedure, then the time and extent of the body exposed can be increased little by little.

You can be guided by your reactions. The sun baths should leave you glowing and not exhausted. The early morning hours and the late afternoon hours are the best because one gets more light than heat at these times.

By C. O. SAPPINGTON, M. D., DR. P. H.
*Director, Division of Industrial
Health, National Safety Council.*

New Passenger Power

(Continued from page 153)

polished steel of the rods and valve-motion parts, stands out in striking contrast to the jet black finish of the sleek machine.

A sixteen-feed mechanical lubricator supplies oil to the valves, cylinders, and air pump, while a pendulum type flange oiler is provided to reduce flange wear on the front pair of driving wheels.

Two years' experience with previous locomotives of this and other classes continues to indicate the wisdom of locating the cross-compound air pump, power reverse gear and generator between the frames, thus helping to lower the center of gravity of the engine.

The overall length of locomotive and tender is 87 feet. With 24 x 32 inch cylinders, 73-inch drivers, and 325 pounds pressure, it is conservatively rated at 43,000 pounds tractive effort.

The braw wee laddie from north o' Tweed was advised by a friend that if he wanted to have good luck on his next trip to London he should throw a penny from the bridge into the first stream.

When he returned he was indignant.

"Good luck, did ye say it would bring me?" he stormed. "Why, mon, it brought me none but the very worst. I threw the penny from the train like ye told me, and what happened? The string got entangled and I lost my penny and it nearly pulled my arm off."

Twelve Thousand Scouts Enrolled

*From Their Ranks Future Railroaders, Trained for Good Citizenship
In the 400 Troops on Our Lines, May be Drawn*

ENCOURAGED by the success already attained in the promotion of Boy Scout work along its lines, the management of The Delaware and Hudson Railroad has undertaken the task of organizing the Mid-Valley Council, with headquarters at Olyphant, Pa. When this work was begun in January there were only six or seven scattered troops in this section, which has a population upwards of 70,000; however, several new troops have been formed and there is every reason to believe that this figure will have been increased to at least twenty by Christmas.

Anthracite mining and its transportation is the principal industry of this thirteen-mile section of the densely populated Lackawanna Valley. One community is so close to the next that the dividing lines are hardly recognizable to one unfamiliar with the territory; in fact, it is said that a miner could travel from Carbondale to Wilkes-Barre, over 34 miles, through the maze of underground tunnels which form the mines, without coming to the surface.

One of the aims of those who are chiefly interested in the scout movement, is, therefore, to teach the boys the rules of safe working, through scouting, so that when they become workmen the number of industrial accidents will be reduced to the minimum.

COLONEL J. T. LOREE explained the management's motive in Boy Scout organization work by saying: "When the Delaware and Hudson Railroad determined to promote Boy Scout activities, and to that end employed a National Field Executive, it was hoped that by participation in this work we would not only be doing our duty to the youth of today, but that certain advantages would likewise accrue mutually to the boy, the community, and the railroad.

"It is believed that through Scout training, boys become more careful and guard against avoidable accidents on or about highways, railroads, at home, school, or play; that with such training in Scout

duties and habits, a group would develop from which future employees might be drawn, educated in co-operative effort, the necessity for obedience, and the assumption of responsibility. The records of the councils in our territory could furnish us figures indicating those boys most desirable as future employees, especially with reference to ability and leadership.

"Safety patrols might be organized with the older Scouts as directors and leaders, fully trained in accident prevention; incidentally and indirectly reaching teachers and parents in the interest of greater realization of the duty and obligation of each and every member of the community to aid the instruction of the boy in the necessity and desirability of the fundamental civic and social requirements demanded by our type of government and civilization.

"From an experimental department this has become with us a recognized activity with a definite mission and aim, and it is our expectation that the time will come when we will, to a great extent, look to the employment of boys who have distinguished themselves in the Boy Scout ranks when selecting material which we hope may be developed into officers.

"The reason is so obvious when you consider the requirements and the means of attaining them. As expressed in the Scout oath, 'To do my duty to God and my country. . . .to help other people at all times, and to keep myself physically strong, mentally awake, and morally straight'; and the Scout law, expressing the attributes without which no real successful man exists, 'trustworthiness, loyalty, friendliness, courteousness, kindness, obedience, cheerfulness, thrift, bravery, cleanliness, and reverence.'"

"We need in business good citizens with all that those words imply, and in the Boy Scouts we believe we find an organization developing those qualities which are the real basic elements of such a man—honesty, obedience, and loyalty."



In line with this policy the National Field Executive, WALLACE D. MACBRIDE, has organized councils on all our railroad divisions and, with the completion of the Mid-Valley Council's program, more than 12,000 Boy Scouts will have been registered in 400 troops along the Delaware and Hudson lines.

Decoration Day on the Place

*It's lonesome—sort o' lonesome—it's a Sund'y day to me,
It 'pears like—more'n any day I nearly ever see!—
Yit, with the Stars and Stripes above, a-flutterin' in the air,
On ev'ry soldier's grave I'd love to lay a lily there.
They say, though, Decoration days is giner'ly observed
'Most ev'rywheres—espeshally by soldier-boys that's served—
But me and Mother's never went—we seldom git away—
In p'int o' fact, we're allus home on Decoration day.
They say the old boys marches through the streets in columns grand,
A-follerin' the old war tunes' they're playin' on the band—
And citizens all jinin' in—and little children, too—
All marchin' under shelter of the old Red, White and Blue.
With roses! roses! roses!—ev'rybody in the town!
And crowds o' little girls in white, jest fairly loaded down—
Oh! don't the boys know it, from their camp acrost the hill?—
Don't they see their comrades comin' and the old flag wavin' still?
Oh can't they hear the bugul and the rattle of the drum?—
Ain't they no way under heavens they can rickollect us some?
Ain't they no way we can coax 'em, through the roses, jest to say
They know that ev'ry day on earth's their Decoration day?
And yit it's lonesome—lonesome! it's a Sund'y day to me,
It 'pears like—more'n any day I nearly ever see!—
Still, with the Stars and Stripes above, a-flutterin' in the air,
On ev'ry soldier's grave I'd love to lay a lily there.*

*We've tried that—me and Mother—where Elias takes his rest,
In the orchurd—in his uniform, and hands acrost his breast,
And the flag he died fer, smilin' and a-rippin' in the breeze,
Above his grave—and over that—the robin in the trees!*

—JAMES WHITCOMB RILEY.

Eastern Veterans' Meeting

PRESIDENT MARTIN CRIPPEN, of the Society of Eastern Railroad Veterans Officers, requests that all veterans be advised that the Baltimore meeting will be held October 3rd and 4th, not August 24th and 25th, as announced in the previous issue of *The Bulletin*.

Officials of the Baltimore and Ohio Railroad are arranging the program of the meeting which it is expected will be addressed by President Willard and a representative of the Pennsylvania whose name has not as yet been announced.

Special hotel rates of \$2.50 per day (single) and \$4 (double) for room and bath have been made for the veterans, the charge for the banquet being \$1.50 per person.

The boat ride down Chesapeake Bay and a sight-seeing trip to Washington by automobile are but a portion of the splendid program of entertainment arranged for the visitors.

All Delaware and Hudson veterans planning to attend should notify President CRIPPEN, Box 464, Carbondale, Pa., so that proper arrangements for their entertainment may be made.

Chinese Proverbs

THE superior man can find himself in no situation in which he is not master of himself.
Noble natures are calm and content.

The lowest order of men are vicious in spite of instruction.

By bearing with insulting persons I shall not fall into dishonor.

Resentment is a plant that bears nothing but misery.

—Clipped.

"What do they mean by the 'witching hour'?"
"Don't you know? That's the hour when the wife greets you with, 'Which story is it this time?'"

Clicks from the Rails

First Ride Fatal

True to an expressed premonition that she would never survive her first train ride, eighty-four-year-old Iionanna Hanganu, a Rumanian peasant, died of apoplexy when the whistle shrieked and the train started. Glancing fearfully at the locomotive before entering the coach in which she had planned to ride to a nearby village, she had said, "I know I won't survive the looks of this monster."

* * *

European Electrification

Electrification of the sixty miles of railroad linking Budapest and Vienna by this fall, is planned as the first step in a program for electrifying the railroads of that area under the direction of an English syndicate, co-operating with Hungarian firms.

Mitten Record?

When William Boughton, Illinois Central crossing flagman at Minonk, Ill., tucked away his knitted woolen mittens this spring he felt justified in claiming the world's longest service record for them. They are still in good condition after having been worn constantly each winter for 44 years.

* * *

Robert E. Lee, R. R. President

Few railroaders are aware of the fact that General Robert E. Lee, Commander-in-chief of the Confederate armies during the Civil War, became president of the Valley Railroad of Virginia on August 30, 1870. General Lee continued in this position until his death, a few months later. This line now forms part of the Baltimore & Ohio lines between Harper's Ferry, W. Va., and Lexington, Va.

Railroader—Organist

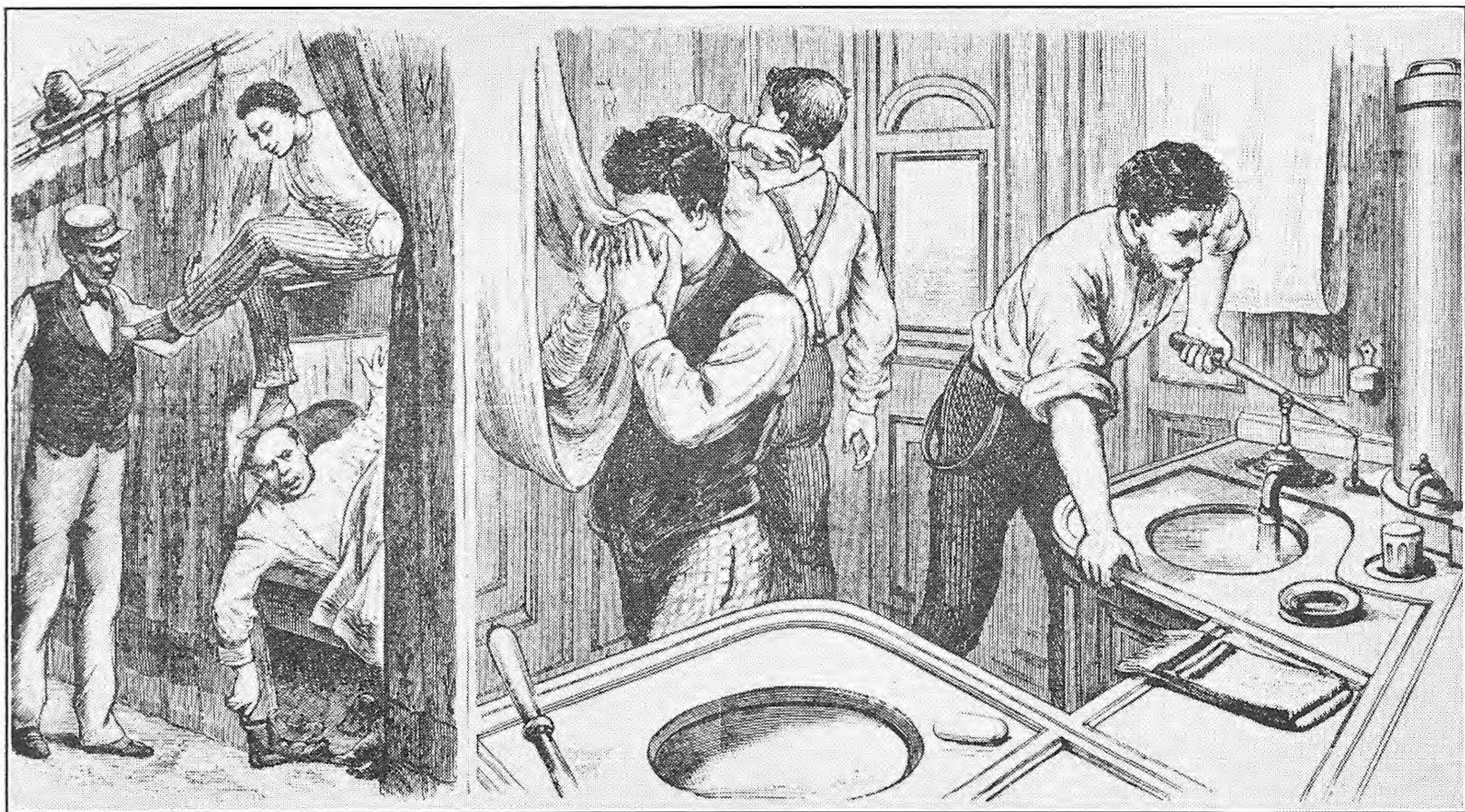
Raymond B. Hubbs' fingers literally are his fortune. During the day he manipulates the electrical apparatus which operates blocks on the Long Island Railroad at Mineola. In his leisure hours, Hubbs is an accomplished organist. He plays regularly each Sunday at the First Methodist Church of Islip, L. I., and frequently gives organ recitals in the metropolitan area.

* * *

Russian Railroad School

A group of 150 enginemen, yardmasters, switchmen, and signalmen recently left New York for Moscow to take over the operation of a division of the Trans-Siberian railway as a sort of school where local railway workers may be taught American railway practice.

Pullman Hotel Car of 1877



— Courtesy of THE PULLMAN NEWS.

The Sure Test

APPLY to the masses of men any of the tests that indicate success or failure in life, progress or stagnation, valuable or worthless citizenship, and none more clearly than thrift will separate the temperate, well behaved, respected and useful from the unsatisfactory member of society.

—ANDREW CARNEGIE.